

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10-10-42 When handed in at Local Office 19 OCT 1942

Port of LONDON

No. in Survey held at LONDON Date, First Survey 15th Sept. Last Survey 9th October 1942

Book. 71366 on the Wood, Iron or Steel S.S. CERINTHUS (No. of Visits 15)

TONNAGE: Built at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1930 - 9

GROSS 3878 Owners Hadley Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DECK 3146 Managers Port belonging to London

NET 2318

Surveyed Afloat or in Dry Dock? yes Name of Dock Tilbury Dry Dock Destined Voyage

Cell/Dor/DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPP tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8606 Port L.C.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.

+100A1 1.42

+LMC 3.38 B.S. 142 TS(C) 1.41

S.S. No. 2-38

Barging petroleum in bulk.

Fitted for oil fuel 9.30. F.P. above 150°F

Society's Freeboard (if assigned) as 3 ft 1 ins.

painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? Underwritten Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated sustained through profligate striking a

submerged object at Pigeon on the 29th July, 1942, whilst on voyage from Port Harcourt

to Freetown. And for S.S. No. 3.

you done for damage: Vessel placed in drydock, bottom and rudders cleaned, examined

recoated. No damage found.

w/3 repairs, Shell plate F2 from forward, port side found fractured in 4 places,

fractures about 3 inches long, now need out and electrically welded.

S.R. List: Indented bottom plating forward port and starboard sides examined.

A few rivets found to be leaking, now caulked & welded up. Damage on port bilge

keel examined & found to continue efficient. These damaged parts continue efficient.

When above drydocking took place it was the Owners intention to carry out a

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks good Bulkheads good Engine Room Skylights good

Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. good

Coatings " Cement or Asphalt " Oil Bunkers. good

Rams & Fastenings " Rudder good

Outside Plating " Steering gear and its connections " Scuppers "

" " in way of sidelights " Windlass " Cargo Hatchways "

Frames " Have pumps been examined and found efficient? yes

Reverse Frames " Have Sluice Valves been examined and found efficient? yes

Longitudinals " Have Watertight Doors been examined and found efficient? yes

Transverses " Have Ventilators and their Coamings been examined and found efficient? yes

Booms " Air and Sounding Pipes. good

Belsons " Doubling Plates under Sounding Pipes. good

Ringers. " Engine Room Skylights. good

Inner Bottom Plating. " Coal Bunkers, Openings, Covers, &c. good

Have the Tanks been examined internally. yes

Have the Tanks been tested? yes

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon

this survey, thus, for example:—to remain as classed in the Register Book without "fresh record of Survey," "to remain as classed and to have record of

survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion, to remain as classed with fresh record of

survey 10-42 and the notation S.S. LON. NO. 3-10.42, subject to shell plate

F2 (p.s.f) (E.W. 10-42) being specially examined at next docking and to permanent

repairs to indented bottom plating fwd (p.s.f) port bilge keel at first convenient opportunity

Survey Fee (per Section 20) £ 31 : 10 : - Fees applied for, 19 OCT 1942

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute FR. 13 NOV 1942

Character Assigned

Lloyd's Register of Shipping

... that the serving cover is not so much damped as to spread the ink, or to cause it to show through to the other side.

If Stockless, state Mechanical Test.

It was not considered necessary to drill the shell plating at this time.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-----------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| 1st Bower | | | | | | | | | | | | | | | | | |
| 2nd " | | | | | | | | | | | | | | | | | |
| 3rd " | | | | | | | | | | | | | | | | | |
| Collective Weight. | | | | | | | | | | | | | | | | | |
| Steam | | | | | | | | | | | | | | | | | |
| Kedge | | | | | | | | | | | | | | | | | |

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

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Foundation